

Draft Policy Option #TLU-5: Enforce Anti-Idling

Option 4.2.7 from the Policy Matrix.

1. Policy Description:

- a. Lay description of proposed policy action: Arizona currently has idling restrictions in place in the Phoenix area (see attached ordinance Maricopa_idling.pdf). This ordinance applies to diesel vehicles with a gross vehicle weight rating of more than 14,000 lbs. and restricts idling to 5 minutes or less, except under exempted conditions. To date, no violators have been fined for violating this ordinance due to enforcement issues associated with this ordinance. The purpose of this measure is to recommend that changes be made to the ordinance to make it more enforceable, determine a dedicated funding stream for enforcement, and to encourage compliance with the ordinance through additional education and outreach efforts so that the maximum GHG benefits of this ordinance can be achieved.
- b. Policy Design Parameters:
 - i. Implementation level(s) beyond BAU: Implement a revised vehicle idling restriction ordinance in Maricopa County that can be enforced and that minimizes allowable exemptions, and provide the necessary resources for enforcing the ordinance.
 - ii. Timing of implementation: Have increased strengthened ordinance and corresponding enforcement measures in place within 2 years
 - iii. Implementing parties: Maricopa County, ADEQ, others?
 - iv. Other
- c. Implementation Mechanism(s): Indicate which mechanisms are to be used, and describe the specific approach that is proposed
 - i. Information and education: Provide general public in Maricopa County and trucking industry with information indicating when and where idling is not permitted, and under what circumstances it is permitted. Indicate the GHG and other benefits of reducing idling. Provide a hotline number to call to report violations. Encourage trucking companies to do their own policing of measure. Also reach out to bus companies to make bus drivers aware of idling restrictions. Ensure that signs are also posted in venues associated with bus idling (e.g., sporting events, shows, etc.). Emphasize the fuel savings benefits and reduced engine wear associated with reducing idling
 - ii. Technical assistance: Coordinate with product manufacturers to organize workshops/outreach programs to regulated community.

- iii. Funding mechanisms and or incentives: Determine a dedicated funding stream that can be used to fund enforcement of anti-idling ordinance as well as for continued education and outreach. Funding the enforcing agency with an adequate share of the revenue from using the idling reduction facilities could be an option.
- iv. Voluntary and or negotiated agreements: Develop cooperative agreements between county and city agencies, enforcement agencies, and trucking companies/truckers' representatives to ensure enforcement of ordinance.
- v. Codes and standards: Recommend that affected agencies work together to revise ordinance in manner such that the enforcing agencies have the authority and resources to enforce and so that the language of the revised ordinance makes enforcement straightforward (e.g., such that any exemptions to the idling policy can be easily observed).
- vi. Market based mechanisms:
- vii. Pilots and demos: Encourage and coordinate with product manufacturers to organize demonstrations to promote their products.
- viii. Research and development
- ix. Reporting: Develop a system for tracking and preventing violations so that the county can eventually determine compliance rates and benefits achieved from the ordinance.
- x. Registry
- xi. Other?

2. BAU Policies/Programs, if applicable:

- a. Description of policy/program #1: Idling restrictions are currently in place in Maricopa County. House Bill 2538, (2001 regular session) requires counties containing portions of [Area A](#) to implement and enforce ordinances limiting maximum idling time for Heavy Duty Diesel Vehicles weighing over 14,000 pounds gross vehicle weight rating (GVWR). Other counties in Arizona also have the option of adopting an ordinance. The Maricopa County ordinance states “No owner or operator of a vehicle shall permit the engine of such vehicle to idle for more than five (5) consecutive minutes except as provided in Section 4 (Exemptions) of this ordinance.” Violators are subject to a civil penalty of \$100 for the first violation and \$300 for a second or any subsequent violation, and can be enforced by any law enforcement officer on private/public property. Truck stop/distribution center owners/operators are required to erect signs indicating the maximum idling time in Maricopa County is 5 minutes. Exemptions are allowed under a number of conditions. (See ordinance for details.)

3. Types(s) of GHG Benefit(s): Reducing idling will reduce black carbon emissions, as well as all other GHG exhaust emissions (CO₂, CH₄, N₂O) through reduced fuel consumption.
4. Types of Ancillary Benefits and or Costs, if applicable:
 - a. Reductions in idling will also reduce emissions of NO_x and PM.
 - b. Idle emission reductions will reduce fuel consumption, thus leading to a cost benefit from reduced operating costs.
 - c. Additional costs are associated with on-board idle reduction technologies, but fuel savings over time typically lead to a net savings.
5. Estimated GHG Savings and Costs Per MMTCO₂e:
 - a. Summary Table of:
 - i. GHG potential in 2010, 2020
 - ii. Net Cost per MMTCO₂e in 2010, 2020
 - b. Insert Excel Worksheet showing summary GHG reduction potential and net cost
6. Data Sources, Methods and Assumptions:
 - a. Data Sources
 - b. Quantification Methods
 - c. Key Assumptions
7. Key Uncertainties if applicable:
 - a. Benefits
 - b. Costs
8. Description of Ancillary Benefits and Costs, if applicable:
 - a. Description of issue #1
 - b. Description issue #2
 - c. Etc.
9. Description of Feasibility Issues, if applicable:
 - a. Description of issue #1

- b. Description of issue #2
- c. Etc.

10. Status of Group Approval:

- a. Pending
- b. Completed

11. Level of Group Support:

- a. Unanimous Consent
- b. Supermajority
- c. Majority
- d. Minority

12. Barriers to consensus, if applicable (less than unanimous consent):

- a. Description of barrier #1
- b. Description of barrier #2
- c. Etc.